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ANNUAL REPORT

OF THE

MANAGERS

OF THE

UNION CANAL COMPANY

OF

PENNSYLVANIA,

TO

THE STOCKHOLDERS.

NOVEMBER 19, 1833.



Philadelphia:

PRINTED FOR R. P. DESILVER.

1833.

At the Annual Meeting of the Stockholders of the Union Canal Company of Pennsylvania, held at their Office, in Carpenter's Court, November 19, 1833, the following Report was presented, read, and accepted; and is now printed in compliance with the provisions of the charter.

On the same day the following Gentlemen were elected to manage the affairs of the Company for the ensuing year.

President, **WILLIAM READ.**

MANAGERS.

**WILLIAM BOYD,
CHARLES GRAFF,
WILLIAM W. FISHER,
JACOB GRATZ,
FRANCIS G. SMITH,
PETER HAHN,**

**WILLIAM Y. BIRCH,
GUSTAVUS CALHOUN,
GEORGE VAUX,
JOSEPH HOPKINSON,
THOMAS BIDDLE,
WILLIAM H. KEATING.**

Engineers in the Employment of the Company.

**CANVASS WHITE, Chief Engineer.
BENJAMIN AYCRIGG, Assistant do.
WILLIAM LEHMAN, Resident Engineer.**

REPORT.



THE regular period prescribed by the charter, for submitting the annual statement of the affairs of the Union Canal Company to the examination of the stockholders, having arrived, the President and Managers have much satisfaction in laying before those interested, such information respecting the state of the works, and the improved prospects of the Company, as will go far to verify the predictions continually made, and now about to be realized, concerning the efficiency and utility of this great and expensive undertaking.

The Union Canal opened for navigable purposes on the 20th day of March last, since which time loaded boats have been passing and repassing without interruption, with the exception of a few days, owing to the necessary repairs of lock No. 43, east, which had proved defective in its construction. Notwithstanding the increased and growing trade upon this Canal, it is with much pleasure the Board can state, that at no time of this season has there been any deficiency of water for the passing of the trade; and as measures are now in progress for permanently improving the works, by means of a new cylindrical feeder, not liable to premature decay or leakage, and having within reach an additional supply of water from the Quitapahilla source, (here-

tofore untouched) they are firmly of opinion that no further apprehension need be entertained as regards a full and constant supply of water, sufficient to accommodate whatever number of boats may present themselves.

The tolls received from the 1st of November, 1832, to the 1st of November, 1833, amount to \$103,462.45, showing an increase over last year's receipts of 75 per cent., the tolls of that year amounting to \$59,061.06—thus establishing the fact, that the anticipations of the Company have not been based upon idle or illusory speculations, but founded upon sound and correct calculation. It is a subject of pleasing reflection, not only to the friends of the Union Canal, but to all who feel an interest in the welfare of our State, and of internal improvements, to find that whatever discouragement may cloud the incipient prospects of these great and expensive works, all difficulties may be surmounted by perseverance and good management, and the result prove beneficial and profitable to those who have invested their funds in the undertaking. A large and progressively increasing trade may be safely calculated on from year to year, through this Canal, aided, as it will be, by the completion of the State canals, and other valuable improvements, facilitating and enlarging the transportation to and from the most distant quarters of the Commonwealth.

The improvements which have been authorized by the Board of Managers, and which are now being executed, are agreeably to the directions of Canvass White, Esq., who has acted as engineer-in-chief on the line of the Union Canal.

They consist principally of a new cylindrical feeder, to convey the water of Swatara, lifted by hydraulic machinery, to the summit level. This circular feeder, or aqueduct, will be three feet six inches in diameter, made of the best white pine plank, three inches thick, jointed, and firmly bound together by iron bands, and will extend from the Water Works to the summit level, a distance of nearly four miles. It is intended as a substitute for the present open trough feeder, which has become decayed and leaky. It is believed the new plan, when executed, will be a great saving of water, not being liable to leakage, and constructed so as to prevent premature decay, by covering the superstructure with a roof, and defending it from the moisture of the earth beneath.

In addition to the supply of water obtained for the summit by this feeder, another ample resource is at hand. One of the steam engines has been transferred from the Water Works on Swatara, to McLaughlin's pond near Lebanon, for the purpose of throwing into the summit level an extra supply of water, when any apprehension of scarcity is entertained. This pond forms the principal head of the Quitapahilla, the waters of which, as yet, have been untouched by the Company. From its proximity to the summit, (about half a mile) and the abundant supply so easily obtained in case of need, it is confidently believed, that the Canal will at no time hereafter be deficient in water. Particular pains and care will be taken that this water do not escape by means of leakage, as the bottom of the Canal over this treacherous ground will be doubly lined with plank, which have been purchased and

transported to the points where leaks have heretofore occurred. Along the line of Canal a number of new houses, for the accommodation of lock-keepers, have been erected, which, although adding to the expense, were necessary for the prompt passage of boats through the locks, as well as to prevent a waste of water, which has frequently occurred by inattention to the gates.

The Rail Road mentioned in last year's report as in progress, has this season been completed under the particular superintendence of Mr. Benjamin Aycrigg, the engineer employed by the Company. This Rail Road is now in operation; it runs from the basins of the Canal at Pine Grove, to the vicinity of the Coal region, above Pine Grove, and forms a junction with the Lorberry Rail Road, which extends to the Coal Mines. From this quarter, a considerable trade may hereafter be expected, advantageous to the Canal Company, and opening a market for Anthracite Coal, which may be readily transported either to Philadelphia or the Susquehanna outlet. These improvements and repairs involved a large expenditure of money. They were however necessary, are of a permanent character, and by the estimate of Mr. Canvass White, were computed at \$103,565.

The Company's pecuniary situation, agreeably to their last Report, was not competent to meet such heavy expenses, and it was deemed proper to ask legislative aid, to enable the Company to surmount these difficulties, and promote an improvement indispensable to the success of the great State Canals. In consequence of the application made to the last

Legislature by the Board of Managers, by direction of the stockholders, an act was passed, entitled, "An Act for the entire abolition of Lotteries," which enactment authorizes the Governor to subscribe, on the part of the Commonwealth, for one thousand shares of the capital stock of the Union Canal Company, to aid in making the necessary repairs and improvements to the works, and render them more perfect and permanently useful. In payment of this subscription, the Governor was authorized to issue a Certificate of Loan in favour of the Union Canal Company of Pennsylvania, for two hundred thousand dollars, bearing an interest of $4\frac{1}{2}$ per cent., payable half yearly on the first days of February and August, the principal to be redeemable at any time after the 10th day of April, 1863, and making it the duty of the Company to apply the proceeds of any parts of said Loan, which they might sell exclusively, in making and completing the repairs and improvements of the works of the Canal. This Loan was granted, with the express condition that the Union Canal Company should release the Commonwealth from all claims under the Lottery grant, and the guarantee of interest made by the State to the new stockholders under the Act of the 26th of March, 1821.

Upon the passage of the Act of the 1st of March last, "*for the entire abolition of Lotteries*," coupled with the condition of the State subscription, the Board of Managers were of opinion, that it would be decidedly the interest of the Company to accept the terms of this Act, as a mark of deference to the State authorities, and in conformity with the voice

of the moral public, which called loudly for the suppression of Lotteries. They therefore, at a special meeting of the stockholders, called for the purpose of taking the subject into consideration, were authorized by a resolution, to execute, in the name and behalf of the Company, the releases required by the provision of the 3d section of the law. Thus, by accepting these conditions, the Company has received the Certificate of State Loan for \$200,000, and relinquished the right of raising money by way of Lottery, from and after the 31st day of December next, from which period the Lottery privileges will cease and determine.

Owing to the manner in which the law has been worded, authorizing the issuing of the Certificate of Stock, the Governor did not think he was empowered to issue the same, so as to make it divisible or assignable, and the Certificate was issued in favour of the Union Canal Company, in one entire sum of \$200,000, without their having the power to divide or transfer the same into smaller parts. This defect has prevented the Company thus far from availing themselves of the benefit of the State Loan, as they could not sell or assign the same in portions to suit the wants of the Company. They have little doubt, however, that upon a representation being made to the Legislature, this oversight will be remedied.

In the mean time, to meet the current expenses of the improvements and repairs, the managers were obliged to have recourse to the tolls received on the Canal, which have been applied in discharging the debts incurred in the prosecution of the works. These tolls will be replaced to their legitimate ob-

jects, as soon as funds can be raised from the disposition of the State Loan.

In conclusion, the Board congratulate the stockholders, and the friends of internal improvement generally, upon the fair and pleasing prospect held out by the increasing usefulness of the Union Canal, by its improved condition, by its capacity to pass the largest quantity of tonnage that may present itself, and by its advantageous route in connexion with the State Canals, affording facilities of transportation between Philadelphia and the great West, as well as the northern quarters of our State, which every year's experience teaches us is, and will be, a rapidly increasing trade.

The annexed statements exhibit the Treasurer's annual account of receipts and expenditures, also the amount of tolls received, and the quantity of tonnage which has passed the Union Canal, from the 1st day of November, 1832, to the 1st day of November, 1833.

All of which is respectfully submitted, by order of the Board of Managers.

WILLIAM READ, *President.*

1832. Nov. 1.	To Cash expended by the Board of Managers from November 1, 1832, to February 1, 1833, viz.— In payment of old dividends \$2310 00 Remitted to Wm. Lehman, resident engineer, to meet payments at Lebanon for improvements and repairs, lock keepers' and collectors' wages, and incidental expenses, at that place . . . 7342 86 Salaries to officers . . . 1125 00 Interest on stock of new subscription 8000 00 Current expenses . . . 554 35		1832. Nov. 1.	By Balance as per last settlement . . . \$ 1,984 62 By Cash received from November 1, 1832, to February 1, 1833, as follows, viz.— From tolls . . . \$10,163 30 From lottery contract . . . 7,508 50 From limestone, coal screening, &c., sold at Lebanon . . . 134 02 From notes paid . . . 787 44	18,593 26
1833. Feb. 1.	To Cash expended by order of the Board of Managers from February 1, to May 1, 1833. In payment of old dividends . \$ 690 00 Remitted to Wm. Lehman, resident engineer, to meet payments at Lebanon for improvements and repairs, lock keepers' and collectors' wages, and incidental expenses, at that place . . . 12,559 07 Salaries to officers . . . 1,125 00 Interest on new stock . . . 7,500 00 Current expenses . . . 403 38 Advanced J. Good, collector at Reading, as change . . . 25 00	\$ 19,332 21	May 1.	By Cash received from February 1, 1833, to May 1. From tolls . . . \$18,360 51 Nett proceeds of notes discounted . . . 3,917 32 For limestone, &c. sold at Lebanon . . . 43 06 From lottery contract . . . 7,500 00 For one year's rent of oil mill . . . 240 00	30,060 89
			Aug. 1.	By Cash received from August 1, to November 1, viz.— From tolls . . . \$40,330 04 For limestone, &c. sold at Lebanon . . . 34 29 From lottery contract, &c. . . 7,573 10	47,937 43
May 1.	To Cash expended by order of the Board from May 1, to August 1, 1833, viz.— Remitted to Wm. Lehman, resident engineer, to meet payments at Lebanon for improvements and repairs, lock keepers' and collectors' wages, and incidental expenses, at that place . . . \$22,900 00 Iron pipes for water works . . . 329 23 Notes of the Company . . . 4,000 00 Loaned on interest . . . 19,500 00	22,302 45		Interest on State loan of \$200,000 . . . 2,792 47	51,952 54

1833.		1833.		By Balance in Banks as per settlement		\$150,528 74	
Aug. 1.		Nov. 1.				\$8,326 64	
Paid on account of new boat for							
Managers	425 00						
Rail Road plates	102 30						
Spikes for summit level	1,850 00						
Current expenses	966 91						
Salaries of officers	1,125 00						
Interest on stock of new subscrip- tion	6,000 00						
To Cash expended by order of the Board, from							
August 1, to November 1, 1833, viz.—							
In payment of old dividends	\$ 9 00						
Remitted to Wm. Lehman, resi- dent engineer, to meet payments at Lebanon for improvements and repairs, lock keepers' and collectors' wages, and incidental expenses, at that place	22,291 33						
Paid on account of water works, viz.							
For coal	\$1424 00						
A new cast iron chest	528 56						
Oil for pumps	53 00						
Spikes for summit and rail road	2,005 56						
On account of new boat	1,150 00						
On account of band iron for sec- tion of cylindrical feeder	238 93						
Paid balance of account for timber, fencing, and ditching, &c.	3,500 00						
Current expenses	910 93						
Salaries of officers	638 25						
Interest on stock of new subscrip- tion	1,125 00						
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Statement of the whole Amount of Tonnage which passed the Union Canal, from the 1st of November, 1832, to the 1st of November, 1833, amounting to 85,876 tons, 6 cwt. 2 qrs.

	Weighing		
	Tons.	Cwt.	qrs.
Flour, 70,595 barrels	6,723	5	3
Wheat and Rye, 324,260 bushels	8,106	10	
Whiskey, 12,408 barrels	1,551	2	
Iron, bar, pig; and castings	7,295	2	
Iron, ore	2,306	10	
Coal, bituminous and anthracite	5,488	3	
Lumber, 14,677,750 feet	14,677	15	2
Shingles, 5,991,600 do.	2,995	16	1
Staves	188	8	3
Gypsum	12,558	13	
Fish, 14,370 barrels	1,916	5	
Salt, 124,200 bushels	3,104	19	1
Merchandise	9,154	7	1
Sundries—consisting of corn, flaxseed, tobacco, hemp, clover seed, lard, butter, limestone, marble, bricks, leather, pork, &c.	9,809	8	3
	85,876	6	2

Amount received in cash for tolls, \$103,462 45.